

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Production of Armaments by the Strasilek Fire Engine Factory, Vysoke Myto	DATE DISTR.	20 February 1953
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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1. The Strasilek fire engine factory at Vysoke Myto (050/N08) is to switch to the production of parts for firearms and jet engines.
2. The Director of this firm is Frantisek Strasilek. The assistant director is (fnu) Brokes. The head of the personnel section is Frantisek Drzal.
3. A Soviet engineer is in charge of the Planning Department. In January 1952 there were about 20 Soviet engineers in the factory and production was controlled by a Soviet Major about 35 years old.
4. The plant employs about 1,200 persons, working in three shifts.
5. The plant manufactures fire engines of various capacities having Diesel motors of the latest Soviet model. Monthly production during 1951 was from 40 to 50 complete fire engines, mostly of medium size. The plant fulfilled its production plan 100% for that year. This plant also manufactures various fire engine accessories.
6. The last order received was placed by the city of Prague for one of the most powerful fire engines.
7. The plant had the following sections:
 - a. Preparation room, where all unfinished goods like steel rods and castings from the V. M. Molotov Iron Works in Trinec are distributed. (Fnu) Zejda is in charge of this section and also of section 2. There are about 70 lathes and 130 machines, mostly of German origin, in this section, and about 210 workers are employed there.
 - b. Section 2.

25 YEAR
RE-REVIEW

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79

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-2-

- c. Section 3 is a milling machine workshop with 120 milling cutters and 150 workers.
- d. Section 4 is a grinding machine workshop.
- e. Section 5 is a forge, locksmith's and assembling hall, where the various parts of the fire engines are assembled. The motors for the fire engines, ranging from 35 to 60 horsepower, are supplied by Skoda. A Soviet engineer who arrived 1 January 1952 was in charge of this section.

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